The L.M.S. SCENE

Maurice Earley

The L.M.S. Scene

THE
L.M.S.
SCENE

An album of photographs by
Maurice W. Earley

Oxford Publishing Co · Oxford

© Oxford Publishing Co. and Author 1972

First published March 1972

SBN 902888 06 4

Printed and bound by the Church Army Press, Cowley, Oxford
Half tone blocks by Siviter Smith Co. Ltd., Birmingham

Published by
Oxford Publishing Co.
5 Lewis Close, Risinghurst, Headington, Oxford

Preface

My interest in the L.M.S. dates from 1904, nineteen years before it was actually formed, and can be attributed to the Midland Railway. In that year a well-known railway journal reproduced a splendid official photograph of a Midland Railway train, taken near Milford tunnel at Duffield. Now this photograph really started my life-long interest in railways; the lovely lines of the Johnson 4-4-0 Compound with its rake of clerestory coaches made a perfect ensemble which was enough to fire any youngster's enthusiasm—not just for railways alone, but also for the photography of the subject, (Incidentally, a huge print of this picture later came into my possession. and in 1932 I just had to take a photograph at the same spot.)

Another constituent of the L.M.S., the London and North-Western Railway, also interested me. I collected the picture postcards which were issued by the " Premier Line " before 1914, and from 1911 onwards a model railway was installed in our attic with, by strange coincidence, most of the rolling stock and locomotives based on the L. & N.W.R.—in fact, during its last ten years the model line had the title " Lawrence and North-Western Railway ". Also, my scrapbooks contain press cuttings of the period showing the fearful accidents at Ditton Junction (L. & N.W.R.) in 1912, Ais Gill (M.R.) in 1913, Weedon (L. & N.W.R.) in 1915, and the disaster at Quintinshill on the Caledonian Railway in 1915.

Thus lines which were later part of the L.M.S. figured very much in my youthful days.

My interest in the L. & N.W.R. increased in 1922, when I went to old Euston Station, with its Great Hall, for the first time. The station had an historical character of its very own, and on seeing those splendid locomotives spotlessly clean in their glossy black, and the coaches painted purple-brown with white upper panels, in such surroundings, one could scarcely fail to be attracted to the L. & N.W.R. with all its great history. The Midland Railway had an entirely different style and character, but I did not see the " All Red Route " at its best until 1932 when, through a very dear friend who worked on the railway at Derby, I was able to fully appreciate the beautiful setting of this line in Derbyshire.

These, then, were the foundations of my interest in the L.M.S. Also, between 1923 and 1935, until the standardisation schemes were fully operative, the L.M.S. was a grand mixture of locomotives and rolling stock of the constituent companies. A vast amount of material awaited the

photographer and his camera, material which, at that time, might not have been available for much longer.

It was the famous pre-1914 train photographer, F. E. Mackay, who introduced me to the location at Kenton, and we spent many happy hours there with our cameras. Later I found Berkhampstead which was within reasonable travelling distance from Reading, and then Bletchley via the old route from Oxford. Later still I explored the L.M.S. further afield, from the Midlands to Dingwall on the old Highland Railway: the sight and sound of a " Princess Royal " class climbing Shap or tearing along over Tebay troughs will ever remain in my memory, especially in such surroundings so vastily different from the Home Counties. Unfortunately, the outbreak of war in 1939 put a stop to these excursions.

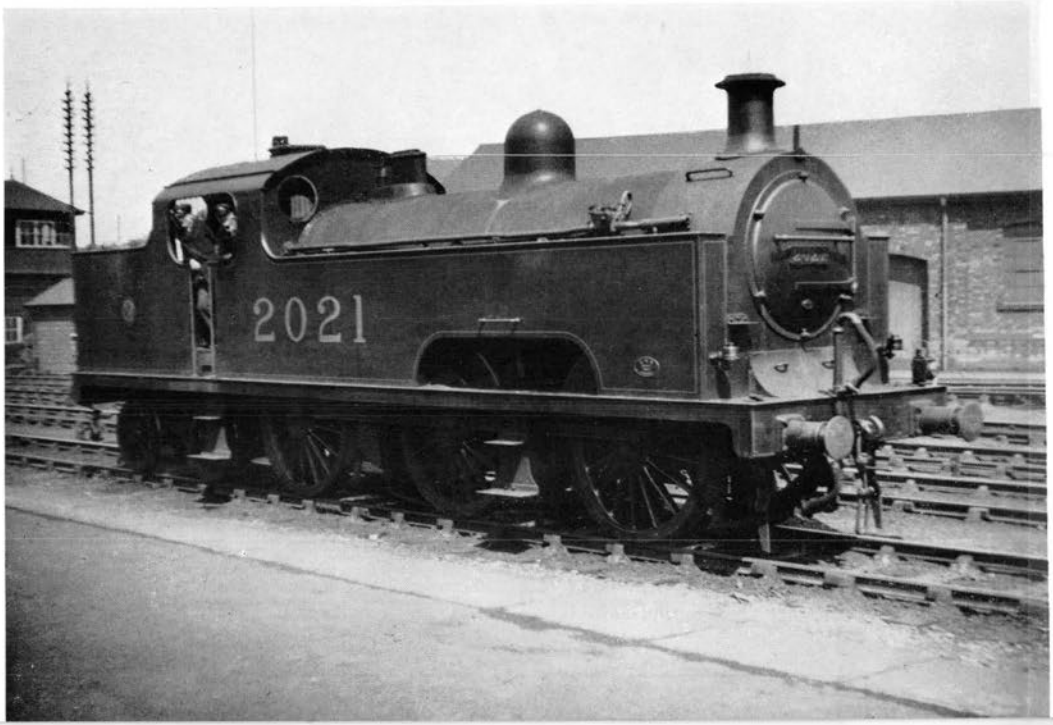
The photographer in those days was very handicapped when compared with the post-1950 era, especially as regards negative materials. The " All Red Route " demanded a Panchromatic plate/film, but these were so slow in their sensitivity until just before the war that one could not use them on fast speed work. However, the L.M.S. did provide the photographer with a profusion of useful gradients, which not only moderated uphill speeds but also assisted with excellent smoke effects.

Yes, it was a lovely railway with a feast of material for the photographer in pre-1939 days, and I am very grateful to the authorities for facilities so readily provided. Lastly, the L.M.S. did take me some 600 miles away from home in pursuit of this splendid hobby, and all within the British Isles too!

Maurice Earley March 1972

An up-express from Manchester, headed by L.M.S. Compound 4-4-0 No 1058 of Derby shed, bursts into the sunshine from the darkness of Milford tunnel, Duffield, in 1932.

Many of the old classes spent their latter days working the Oxford-Bletchley line. This 1923 photograph shows L. & N.W. 0-6-0ST No 3185 (numbered in the Duplicate list), in the shed yard at Oxford. It was built in 1875.



A Midland Railway 0-6-4T No 2021 at Derby in 1924. The locomotive, one of the so-called "Flatirons", has been repainted in the L.M.S. livery and has an L.M.S. works plate on the leading end of the tank.

The Thirties version of the pre-1914 "Sunny South Special" passes Berkhampstead on its way to the coast in 1933. The engine, one of the "Baby Scot" or "Patriot" class, 4-6-0 No 6026 (later re-numbered 5523), and is recorded as a rebuild of L. & N.W. "Claughton" No 211. Note the splendid mixture of coaching stock: the first vehicle may possibly be an ex-Lancashire and Yorkshire, and further down the train are a couple of coaches from the Southern Railway.

This typical L. & N.W. scene was photographed in 1928, and shows the 2.35 p.m. Euston–Liverpool express in L.M.S. livery. It is hauled by a "Prince of Wales" class 4-6-0 No 5630 (L. & N.W. No 979) *WM Thackeray* fitted with a tender from a ROD 2-8-0. The location is Kenton, a favourite spot for photographers even before the First World War.

A powerful combination of motive power—the 11.15 a.m. express from Liverpool to Euston near Berkhampstead in 1933. The pilot engine is one of the L. & N.W. "Claughton" class 4-6-0's No 6002 (L. & N.W. No. 30) named *Thelba*, and the train locomotive is a "Royal Scot", No 6143 *Mail*.

No 5966, hauling the 1.35 p.m. Euston-Aberdeen train, leaves Northchurch tunnel near Berkhampstead in 1933. This engine, later renumbered 5512, is another example of the "Baby Scot" or "Patriot" class 4-6-0's, and is recorded as a rebuild of "Claughton" class 4-6-0 No 1177 (L. & N.W. numbering). However, probably very little was incorporated from the original.

Another "Claughton" class 4-6-0, this time rebuilt with a larger boiler. No 5940 (L. & N.W. No. 1019) *Columbus* leaves Bletchley with the 9.05 a.m. Llandudno Junction to Euston train in 1933. Note the very tall signals at the rear of the train.

A nameless "Claughton" class 4-6-0, No 2368, takes the 4.05 p.m. Euston-Manchester express past Kenton in 1924. The engine is still in L. & N.W. livery, but some of the coaches have been repainted in L.M.S. colours.

The same express at Kenton in 1924, but this time headed by un-named "Claughton" No 5947. Although this picture was taken some months after the one above, the composition of the train is virtually the same; the first coach however, is rather interesting. The lovely L. & N.W. smoke effect compensates for the ugliness of the trees in the background.

Kenton again, this time near the over-bridge carrying the Metropolitan and Great Central Joint line to London. A Met. train can be seen crossing the bridge, under which passes ex-L. & N.W. "George V" class 4-4-0 No 1631 (L.M.S. No 5365) with a fast train from Carlisle. The photograph was taken in 1924, hence the mixed livery of the coaches. Note that the engine number has been painted on the tender and not on the cab side as was the practice in later years.

A Midland 4-4-0 Compound No 1022 waits to take in a London-bound express at Derby station in 1924. The engine is still in the Midland livery complete with the crest in the cab side. The shields in front of the bogie wheels protect the wheel bearings from water etc. when a pilot engine is taken.

This photograph shows the forerunner of the "Mid-Day Scot" at Kenton in 1928. Heading the 1.30 p.m. Euston–Edinburgh–Glasgow express is one of the first batch of "Royal Scots", No 6110 *Grenadier Guardsman* of Crewe shed, built only in September of the previous year and not yet fitted with smoke shields. The first four coaches are part of the famous stock built in 1908 specially for the 2 p.m. from Euston to Scotland, a train then called "The Corridor" by the staff. Fitted with 6-wheeled bogies, they were some of the finest coaches ever built by the London and North-Western Railway.

Waiting at Dingwell on a wet and misty day in 1939 is a member of a famous class of Highland Railway locomotives—a "Jones Goods" 4-6-0. The engine No 17917 (H.R. No 104), was shedded at Inverness.

"Claughton" class 4-6-0 No 1407 *L/Cpl J. A. Christie V.C.* leaves Euston with a Northampton fast in 1922. This engine, painted a glossy black, was one of three of its class named after members of the staff who won the V.C. during the First World War. Notice the wind-shields on the sand pipes near the rail-level.

A typical "outer-suburban" train of the L. & N.W. hauled by a one-time express locomotive of that line. The engine is an "Experiment" class 4-6-0 No 1703 named *Northumberland,* built in December 1909. The whole train consists of ex-L. & N.W. coaches, making a perfect ensemble for this photograph taken at Kenton in August 1924.

The Grampian mountains near Dalnaspidal dominate this photograph of a "Class Five" 4-6-0 No 5457 heading a fast train of well-mixed stock from Glasgow to Inverness in August 1939. The double line of telegraph poles is due to the main road running alongside the railway.

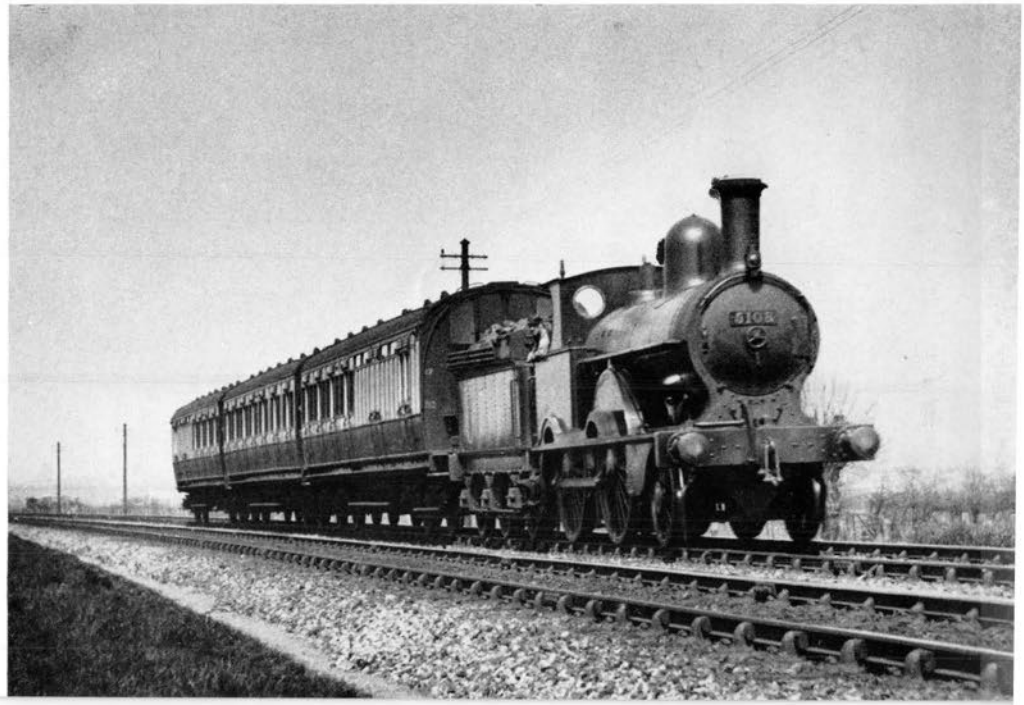
Storming out of Northchurch tunnel comes a "Royal Scot" 4-6-0 No 6167 *Hertfordshire Regiment* with the 1.30 Euston–Edinburgh–Glasgow train. The picture, taken in 1933, shows the engine with smoke shields and extra coal rails in the tender.

In true Midland style, a double-header! Pilot engine 4-4-0 Compound No 1045 of Leeds shed and train engine "Jubilee" 4-6-0 No 5562 *Alberta* steam up the last stage of the southbound climb at Ais Gill, with the 2.45 p.m. from Carlisle in 1939.

Here, the "Mancunian" is seen near Berkhampstead in 1937. The pilot engine is a Class 2 4-4-0 No 653 fitted with a Dabeg feed-water heater (which is dribbling), in front of No 6165 *The Ranger—12th London Regt.*, a 4–6–0 "Royal Scot ". At one period the "Mancunian" was a "limited load" train, which may explain the use of a pilot engine, although this particular train does not appear to be much in excess.

A standard L.M.S. Compound 4-4-0 No 1056 takes the 2.50 p.m. Manchester express past Kenton in 1924. With the exception of the last coach, the train is still in L. & N.W. livery.

One of the old 6 "Waterloo" class 2-4-0's, of L.N.W.R. named *Wyre* No 1166 (L.M.S. No 5108), approaches Oxford's L. & N.W. station from Bletchley in 1924, with its neat set of three coaches still in L. & N.W. livery.



This picture shows a preserved locomotive of the L.T. & S., a railway acquired by the Midland in 1912. No 80 *Thundersley*, a member of a long line of excellent 4-4-2T's, was repainted in L.T. & S. livery for the centenary celebrations of that railway in 1956. It is seen here at Shoeburyness after bringing a special from Bishopsgate station, London.

Ex-Highland Railway 4-4-0 No 122 (L.M.S. 14382) *Loch May*, built in 1896, is seen here at Blair Athol three years before it was scrapped in 1940. It has been rebuilt with a Caledonian "Dunalistair" 4-4-0 class boiler. The table exchange apparatus for use on single lines can be seen on the side of the cab.

Except for two coaches in L.M.S. colours, this shows a fully representative L. & N.W. scene of past days, photographed at Kenton in 1924. 4-4-0 No 1905 *Black Diamond*, rebuilt from a four-cylinder Webb Compound, heads the 2.35 p.m. Euston–Liverpool express. The train engine is "Precursor" class 4-4-0 No 282 *Alaric*, apparently superheated and with pop safety valves, almost identical to the "George V" class. Note that the first coach resembles a double-ended slip.

The 10.05 a.m. Euston to Aberdeen express climbing Shap in 1937. The train engine is "Jubilee" class 4-6-0 No 5671 *Prince Rupert*, and the pilot is an ex-L. & N.W. "Precursor" 4-4-2T No 552 (L.M.S. No 6794). Note the target number for banking duties on the buffer beam.

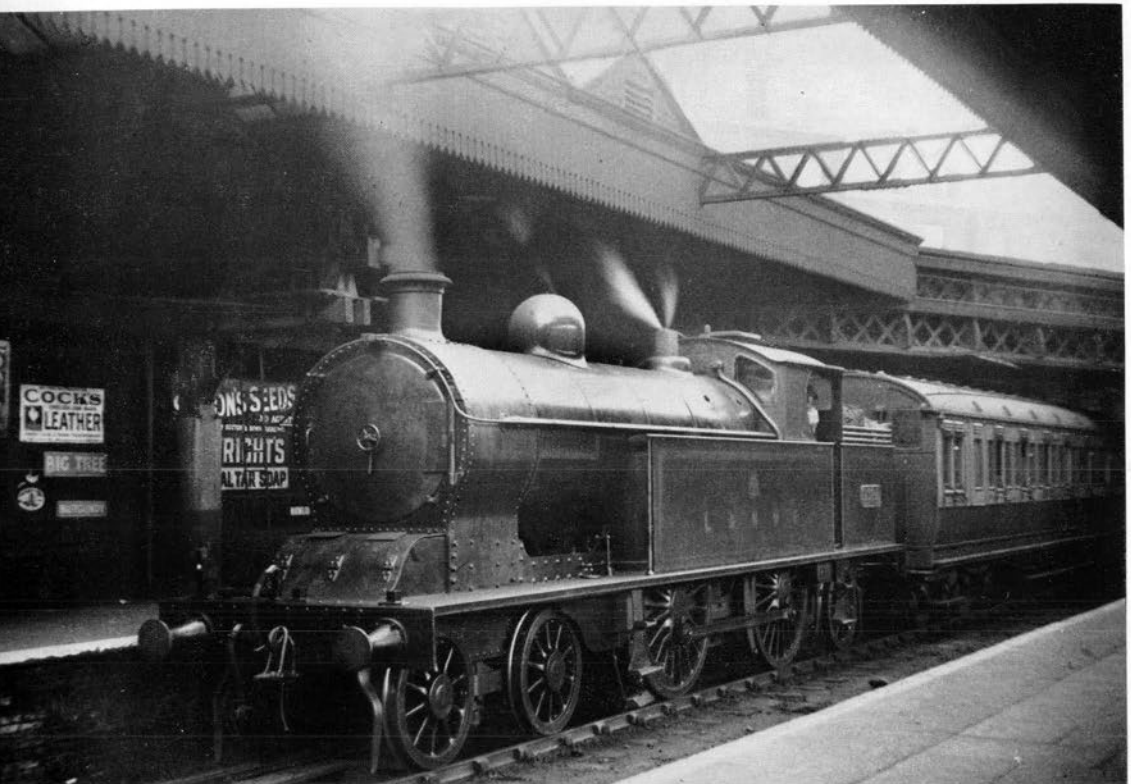
45555

A stopping train from Aviemore leaves the crossing loop at Slochd in August 1939 on the last 23 miles of its journey to Inverness. Taking the train from a 1,315 feet practically down to sea-level is an ex-Highland Railway "Castle" class 4-6-0 No 147 (L.M.S. 14682) *Beaufort Castle*.

This unique collection of head-boards and locomotive lamps found in one of the cubby holes of the old Camden sheds makes an attractive subject for the camera in 1956. Credit is due to British Railways for putting their attractive boards on the front of the engines.

◀ A Camden "Jubilee" class 4-60 No 45555 *Quebec* stands ready for duty at her home shed in 1949. Just behind the tender is a 4-6-0 "Royal Scot".

Another un-named "Claughton" 4-6-0, No 5996, passes Kenton in 1924 with a fine smoke effect. The train, the *Belfast Boat Express*, has the luggage containers on the front.



This engine is spotless in her black L. & N.W. livery. The loco, a "Precursor" 4-4-2T No 1984, is waiting at Euston in 1922 to take out the empty stock from a main-line express.

On one of their happier tasks, an L.M.S. 4-4-0 Compound No 1108 works a Birmingham express near Watford en-route for Euston in 1931.

Two photographers at work! This shot shows the rear view of 4-6-2 "Princess" class No 6210 *Lady Patricia* at Camden sheds in 1937.

An Oxenholme to Carlisle stopper climbs Shap in 1939. The train engine is a Fowler 2-6-4T, No 2318 of Oxenholme shed, and the banker an ex-L. & N.W. 4-6-2T No 6993 (L. & N.W. No 2292).

A diversion because of engineering work at Bourne End Box, Berkhampstead, in September 1929, L.M.S. Compound No 1127 crosses from slow to fast lines under the cover of the L. & N.W.-type bracket signals. The train is the Sunday 1.25 p.m. Euston to Birmingham fast.

This photo shows Derby station as it appeared in 1932, complete with an over-all roof. Class 3 4-4-0 No 716 leaves with a Birmingham fast. Notice the typical Midland-pattern distant signal just showing on top of the signal box.

Making an impressive sight with the up Merseyside express, "Royal Scot" 4-6-0 No 6143 *Mail* leaves the Watford tunnels in 1931. The engine is in the original condition, with the smaller tender and without smoke shields.

In Western Region territory during the memorable locomotive exchanges of 1948, "Royal Scot" class 4-6-0 No 46162 (B.R. numbering) *Queen's Westminster Rifleman* of Camden shed moves out of Reading with the 1.30 p.m. West of England express from Paddington. Note the typical G.W.R. backing signal and, opposite it, the bracket with slip distants.

A rebuilt "Patriot" at Camden sheds in 1955—No 45529 *Stephenson* of Crewe North. Modified thus, these engines closely resembled the rebuilt "Royal Scots".

Winding its way around the curves at Ambergate is an excursion train headed by a "Crab" 2-6-0 No 13065 (original numbering), in 1932.

Another "Crab" 2-6-0, No 13160 (original numbering) passes Matlock in 1932 with a down fast passenger train. The Midland-pattern signal is located on the opposite side of the track to which it relates due to the curvature of the line.

Here a "Class Five" 4-6-0, No 45418, is seen topping the famous Camden bank out of Euston in 1949, with a down Birmingham fast.

A shot of 4-6-2 "Coronation" class No 6222 *Queen Mary* picking up water at Tebay troughs in 1937, with the "Coronation Scot" express.

Camden sheds again, this time in 1937 with 4-6-2 No 6210 *Lady Patricia* of the "Princess Royal" class. Owing to the cramped position, it was not possible to include the tender or to avoid the bag of the water crane in the photograph.

The southbound "Royal Scot" passes over Tebay water troughs with a grand splash. The engine is one of the "Coronation" or "Duchess" class 4-6-2's, No 6231 *Duchess of Atholl* built without streamlining. Photo taken in 1938.

A down fast train near Laurencekirk in 1938 on its way to Aberdeen, headed by a "Royal Scot", No 6103 *Royal Scots Fusiliers*. The leading wagon carries a United Dairies milk tank.

This 1932 photograph was taken from the roof of a platelayer's hut on the wall of Chee Tor tunnel No 2 at Miller's Dale. It shows the 11.25 a.m. St. Pancras to Manchester train crossing the bridge after leaving tunnel No 1. The engine, L.M.S. Compound 4-4-0 No 1104 of Derby shed, has a cut-down chimney to cope with the Scottish loading gauge.

An up freight leaves one of the High Tor tunnels at Matlock in 1932, pulled by a Class 3 0-6-0, No 3240 of Staveley shed.

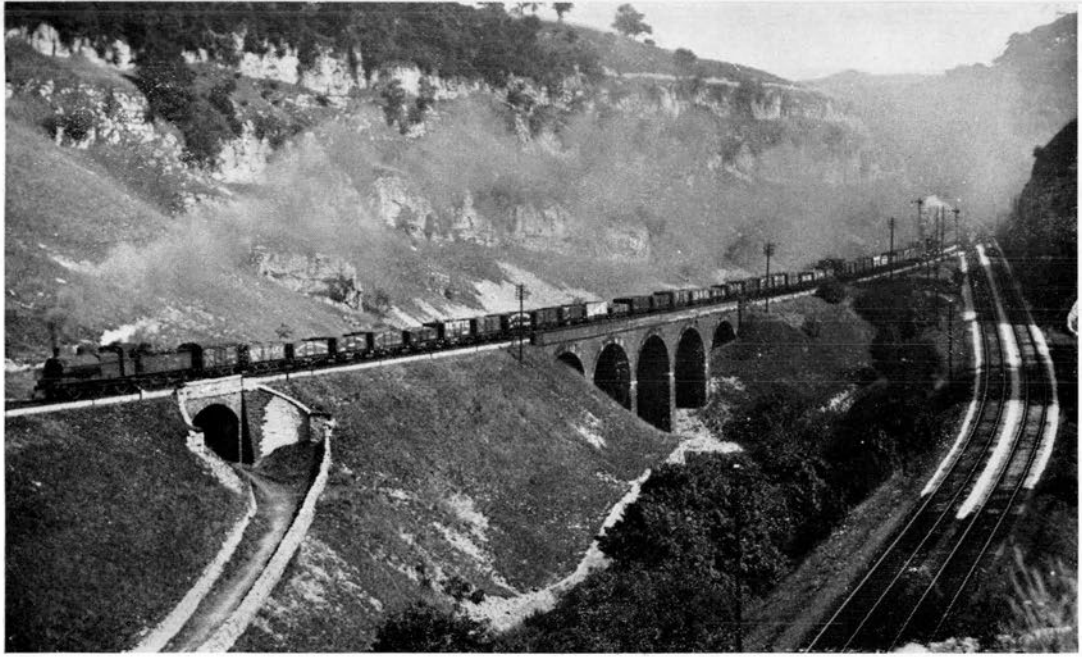
Class 3 4-4-0 No 730 of Sheffield shed rushes out of Milford tunnel, Duffield, in 1932.

Mastering Shap with ease. 4-6-2 "Coronation" class No 6221 *Queen Elizabeth*, on the down Coronation Scot, passes Shap Wells on a late July afternoon in 1937.

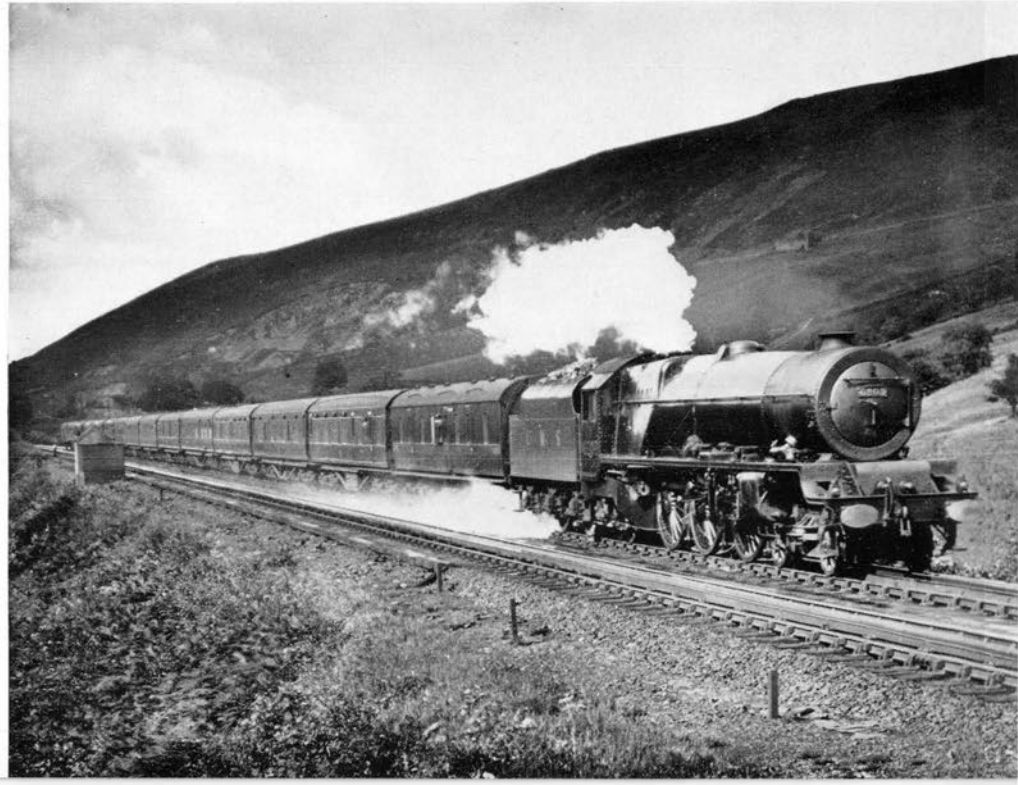
A Class "C" or "D" freight makes a steady climb on Shap in 1937. The train engine, No 5605 *Cyprus* of Rugby shed, is a 4-6-0 "Jubilee" in original condition, and is helped by L.M.S. "Jinty" 0-6-0T No 7338 as banker. The angle of the photograph shows the wide open spaces of the Fell country around Shap.

This is another photo of the Euston to Aberdeen etc., but this time it is at Bletchley in 1933. The engine is a "Claughton" class 4-6-0 from the L. & N.W.R., original number 2046, shown here as L.M.S. 5909 still with the name *Charles N. Lawrence* on the splashes. It is interesting to note the very tall, but typical, L. & N.W. signals still doing duty, and also the all-over roofing of the station.

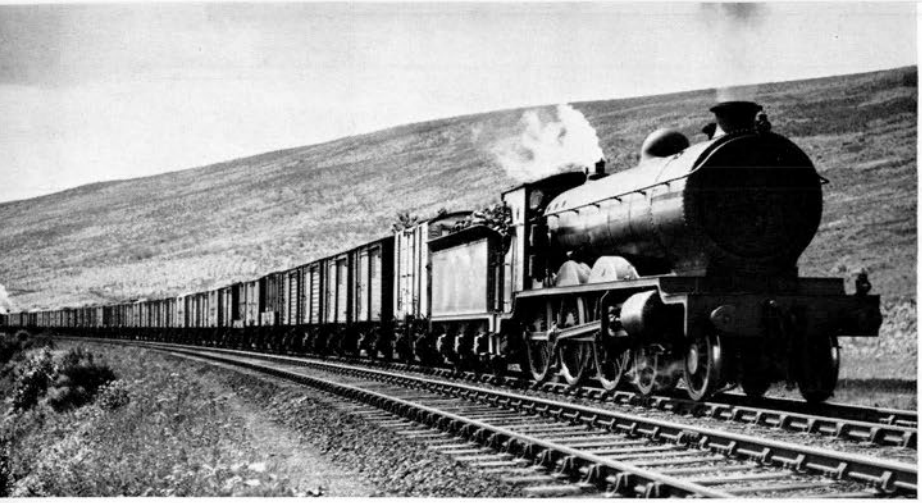
A bird's-eye view of Miller's Dale Junction taken in 1932, showing the Buxton branch and the Junction signal-box in the foreground. The viaduct is in the background and beyond it, out of sight, is a tunnel. The train is a down Manchester express hauled by a Midland Compound 4-4-0, No 1024.



A 3F class 0-6-0 No 3233 and banker 2F 0-6-0 No 3001 near Blackwell Mill on the line from Derby to Manchester via Peak Forest in 1932. The Buxton branch is in the foreground, and Miller's Dale Junction is just to the tail of the train.



"Princess" class 4-6-2 No 6203 *Princess Margaret Rose* works the up "Mid-Day Scot" over Tebay troughs in July 1936, with a neat rake of coaches.



A complete Caledonian ensemble on Beattock bank in 1936. This express goods is headed by ex-Caledonian 4-6-0 No 62 (L.M.S. 14652) of the "60" class with outside cylinders. Giving assistance in the rear is another Caledonian, 0-4-4T No 15163.

The "Coronation Scot", resplendent in its blue and silver livery, is seen here early in its career. 4-6-2 No 6220 *Coronation* heads this train near Berkhampstead in July 1937.

This photograph shows the southbound "Hebridean" (Kyle of Lochalsh to Inverness) leaving Dingwall in pouring rain in July 1939. The engine is an ex-Highland Railway "Clan" goods 4-6-0, No 79 (L.M.S. 17954) of Perth shed. Notice the rather interesting signal in the siding on the left.

A perfect stretch of line for the photographer at High Tor tunnel, Matlock. L.M.S. Compound No 1047 of Derby shed takes a Manchester express in 1932. The two-way distant signal completes this Midland scene.

A down fast train from Lancashire to Glasgow climbs Shap in 1939 behind a "Class Five" 4-6-0 No 5219 from Southport shed.

The end of a hard grind from Inverness for the 4.10 p.m. (Sundays). Approaching Slochd summit in July 1939 is a "Crab" 2-6-0 No 2808 of Perth shed in front of No 5161, a "Class Five" 4-6-0. The first coach looks like an ex-Midland clerestory.

An express from Manchester, on the old Midland route, hurtles out of High Tor tunnels at Matlock in 1932, with 4-4-0 Compound No 1048 of Derby shed in charge.

A Manchester to Derby local leaves High Tor Tunnels, Matlock, headed by 2-6-4T No 2339 of Nottingham Shed in 1932.

This War Memorial engine of the "Claughton" class was especially named *Patriot* and originally numbered 1914 in recognition of those L. & N.W.R. staff who lost their lives in the 1914–18 war. It is seen here in 1928 renumbered by the L.M.S. as 5964, with an ex-ROD tender, passing Pinner with the "Mancunian". Notice the Memorial tablet on the splashers. The letter "S" on the cab side denotes that the engine is available for the hardest duties.

A 2-6-4T of Fowler design rests at Penrith after servicing in 1936. No 2318 was at that time shedded at Tebay, probably for banking duties on Shap.

Under the shadow of Wild Boar Fell comes a 3F 0-6-0 of Midland design, No 3731, taking a through freight southwards over Air Gill summit. The engine was probably making its way home to its shed at Stourton, Leeds. Photographed in 1939.

In the evening sunlight of a July day in 1936, "Jubilee" 4-6-0 No 5696 *Arethusa* hauls a Manchester to Glasgow express up the long Beattock bank, assisted in the rear by a Caledonian 0-4-4T No 15181. Notice the old Caledonian route indicator at the foot of the chimney, in this case showing "Main-Line via Motherwell".

An ex-Caledonian 4-4-0, No 14448 (C.R. No 120), of the famous "139" or "Dunalistair IV" class on the turntable at Blair Atholl in July 1937, showing the massive bogie tender so characteristic of the Caledonian Railway.

A shot of the ex-L. & N.W. 4-4-0 "George V" class No 25393 (L. & N.W. No 1680) *Loyalty*, on the Bletchley to Oxford cross-country line near Claydon. The engine has the company of three typical ex-L. & N.W. coaches, plus a van. Photographed in 1937.

Making a brave fight of the tough Beattock bank comes a "Patriot" class 4-6-0 *Giggleswick* with a Birmingham to Glasgow express. No banker is recorded, so 5538 must have been un-assisted. A fine smoke effect rewarded a long wait for the train at Greskine box in 1937.

This photo was taken with a very old pre-1914 camera, lens and shutter, and shows the 4-6-0 "Royal Scot" class No. 6166 *London Rifle Brigade* at the head of a fast train from Carlisle. The picture of No 6203 on page 41 was also taken with this camera, at the same spot at Tebay in 1936.

A standard 4-4-0 Compound No 1146 of Carlisle (Upperby) takes an excursion train up Beattock bank, assisted by Caledonian 0-4-4T No 15154 at the rear, in July 1936. The origin of the first coach poses a problem—it is possibly L. & Y.

In full cry. A "Jubilee" 4-6-0 in original condition, No 5603 *Solomon Islands*, heads a Euston to Aberdeen express near Berkhampstead in 1937.

This brand new "Royal Scot" 4-6-0 was only a fortnight old when this picture was taken in September in 1927. It was a lucky shot, as the train was only seen when it was passing through the station, and the camera had to be hastily brought out of its box to record No 6105, subsequently named *Cameron Highlander*, on a Rugby fast from Euston passing Hatch End and Pinner.

In real Midland Railway territory, one of the original Midland Compound 4-4-0's, No 1022, works a milk, etc., train past the golf course at Duffield, close by Milford tunnel, in August 1932. This was the setting for the well-known official photographs of M.R. trains taken around 1903/4.

The famous up West Coast postal train leaves the Aberdeen area at Cove Bay in July 1938, headed by "Royal Scot" 4-6-0 No 6157 *Royal Artilleryman*. Note the postal sorting vans, with only a couple of coaches at the rear for passengers.

4-6-0 "Royal Scot" No 46110 *Grenadier Guardsman* in its later days, but still un-rebuilt, passes Berkhampstead in 1951 with an up Birmingham express. Compare this picture with the photograph of the same engine on page 10 taken 23 years earlier.

LONDON MIDLAND & SCOTTISH RAILWAY COMPANY

Oxford Publishing Co.

902888 06 4